SHIPPINGSPORT BRIDGE
I&M Canal National Heritage Corridor
State Route 51 crossing the Illinois River
LaSalle
LaSalle County
Illinois

HAER No. IL-56

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
National Park Service
Department of the Interior
P.O. Box 37127
Washington, D.C. 20013-7127

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HISTORIC AMERICAN ENGINEERING RECORD

SHIPPINGSPORT BRIDGE
I&M Canal National Heritage Corridor

HAER No. IL-56

Location:	I & M Canal National Heritage Corridor State Route 51, crossing the Illinois River LaSalle, LaSalle County, Illinois UTM: 16 E.324980 N.4575520 Quad: LaSalle
Date of Construction:	1929
Builder:	Unknown
Present Owner:	State of Illinois
Present Use:	Vehicular Bridge
Significance:	This seven-span bridge, containing a Waddell and Harrington vertical lift span, was built as part of the channelization of Illinois River.
Project Information:	The Illinois and Michigan Canal was designated a National Heritage Corridor in 1984. The following year HABS/HAER embarked on an extensive inventory and documentation project of the 100 mile-long corridor. Field work for this project was concluded in 1988. Final editing of the documentation was completed in 1992.
Historian:	Gray Fitzsimons, 1985.

The Shippingsport Bridge, completed in the fall of 1929, was officially opened on November 7, 1929, by Illinois Chief Highway Engineer, Frank Sheets. The construction of the Waddell and Harrington-type vertical lift span was carried out in conjunction with the channelization of the Illinois River; the Illinois Waterway was completed in 1933.

Connecting LaSalle with Oglesby, the Shippingsport Bridge is a seven span bridge crossing the Illinois River. Six spans are fixed; one is a vertical lift span of the Waddell and Harrington Engineers type. The fixed spans consist of riveted steel Parker through trusses, each spanning approximately 180' with a width of approximately 25'. The vertical lift is approximately 200' in length and is powered by two DC General Electric motors. (The original gasoline engine used for powering the lift span remains in place.) Iron counterweights are located in each tower. The timber-frame, one-story hoist house is located on the upper chord in the center of the lift span. Concrete piers support each span, and concrete abutments with wing walls are located on each side of the river.

SOURCES:

"Dedication of the New Shippingsport Bridge," November 7, 1929; (available in the "Clippings" scrapbook file, LaSalle County Historical Society, Utica, Illinois).